## SOME FAMILIAR TYPES

### Street Cars Furnish the Observant With Amusement.

AGILE FRONT SEAT RUSHERS

Then There's the Man Who Thinks He Has a Mortgage On the Corner Seat-The New Woman Who Flounces in, and the Summer Girl Who Scatters Perfume About.

We have all met them, and we are all familiar with them, those types of people to be encountered in the course of a ride on the street cars at any time of the day or afternoon. They do not differ essentially in any city of the Union. They are, in fact, pretty much the same the world over.

They are interesting, amusing, offenalve, attractive, or distracting as the case may be; but the street car types of travelers are pretty much the same everywhere.

Unless one has a carriage in which to bowl along during the summer afternoons after the sweltering heat of the long drawn out days, the best way in which to get good long breaths of fresh air and forget the worries and trials of the day, is to take a ride on the street cars, either on the electric lines or on the slower moving horse cars. When one has put in a whole summer

at this innocent and inexpensive manner of amusement and recreation he feels that a considerable quota has been added to his stock of knowledge of the kinds of

Then somehow you get to thinking on the subject of conductors to whom this matter of encountering all sorts and conditions of men and women, to say nothing small boys and children generally, not as a matter of recreation or possible rec reation, but as a straight steady diet for three hundred and sixty-five days of the

### ENOUGH TO CRAZE THEM.

The wonder is not that so many conduc tors should be contrary and thwarting to the last degree, but that every mother's on of them should not develop into regubrigands and desperate characters of the deepest dye.

You and I can get off the car if the worst comes to the worst. We can forfeit the remainder of the ride on that particular line if something disagreeable occurs, or If need be, can altogether patronize a dif-

The conductor cannot do either. He has got to stay and stand the brunt of everything, come in contact with the good and bad humors of passengers from the first car run in the morning to the very last one at night, when in the latter case, the chances are nine to ten that he will have some very prenounced cases of "jag" to engage his attention and muscular force to keep the obstreperous ones from carrying out their announced intention of wiping up the floor of the car with some especially peace-

So much for the conductor . I had no intention in starting out to put in a pica for him, but why not? Is not he one of the inevitable types of person to be met in the course of a car ride on any line, urban or euburban?

We are also familiar with that class of riders who, irrespective of sex, always
will insist upon occupying the front sexis
time he is inclined to rail against a woman of an open car. They will attain their end by one means or another. When they tion, his criticisms may be tinged with signal the car or stand at any of the pity, seeing she has no special reservation functions waiting for the desired car to slow up for them to board, they make a rech for that front seat that would do credit to a football team.

NOT IN THE LEAST DETERRED. The fact that every seat may be filled already does not in the least deter them. They will occupy a place on the fron scateven if that act has to be achieved at the cost of crowding in, wedging themselved deways or broadsides in among the passengers already ranged in place.

If by so doing some one, rather than stand the discomfort, gets up and seeks a sent elsewhere, so much the better,

In the benighted minds of those front seat fiends, the end justifies the means. Before altogether leaving this portion of the subject it seems applicable to make a feeble and perhaps ineffectual wall of remonstrance against this growing habit of that football rush for places that invariably takes place at any of the street car junetions.
Old-fashioned manners of giving place

to elders, has so long since given place to the modern "rush" that in the younger minds there does not seem to linger even the faintest trace of their having ever had any place except in the old-time It is so rare a sight to witness any one helping an older person to get on a car or find a seat in a crowded one at the junctions as almost to occasion a smile of wonderment at the eccentricity from the mass of passengers when it does sometimes

It is truly this matter of boarding a car at any of the junctions, a case of 'every fellow for bimself and the devil take the bindermost."

Did you ever stop to give any really serious thought to the matter of the corner seata? There is a wonderful maze of tangle in this respect, if you once seriously get into 18. Complications are opened up that it seems impossible to solve otherwise than enigmatically even to yourself.

It has grown to be actually a case of sex againstsex. Can any oneattempt to explain to whom that, or rather those corner seats, really belong? Some wiseacre will rise up at this juncture and declare with the unity of an owl, "To the first comers who desire them, of course," Not so by any namer of means. Such an answer would proclaim the wiseacres to be out at elbows on the matter of street car etiquette.

FIRST COMER'S PROPERTY.

To my benighted mind the most plausible solution, after grave thought on the subject, is that the corner seats belong to whoever is able to secure passession of them, either before or durings their period of occupa by another. This can be ascomplished by various means, fair and foul.

Generally it is accomplished by the latter means, either by the person desiring-the sorner seat, in which you are already seconsced, bodfly ousting you by taking advantage of the lurching round a sharp curve to fall with stunning force into your lap in such position that his body forms a wedge between you and the end window, to which he estensibly clings during the process of quating you, or it may be accom-

pliched by the exercise of the evil eye. This in ordinary everyday language to of countenance, and is especially successful if the person throws into their stare an aggrieved or trate look.

It is strange, but nevertheless true, that the idea prevailing in nine-tenths of the masculine minds is that the corner seat dongs, as a sort of birthright to any man

who desires to occupy it.

This fact is particularly notable when the ride is taken on a summer car. Have you noticed it? Just do so, then, from this time forth, and see if facts do not bear

corner seats on an open car and a woman respective of whether - not she may

and baskets or has in tow several small children, each of whom seems possessed to start off in a different direction at the very moment when she has hailed the car and all the passengers are waiting for her

show it doesn't seem to occur to the man in the end seat that he could vastly simplify matters by moving up a place or two and letting that poor, tired, harrassed woman get in without adding to her burdens in climbing past him with all her bundies or her children. By no means.

CALL HER A BOTHER. What does occur to him, though, is that the woman is to be anothernatized for bothering other people with the results of her shopping expedition, or in the case of the children, that any one with so many small children to look after, should stay at home and not afflict the public with those same children's vagaries and tantrums. Why in the name of that all is wonderful,

does a man consider that he has a time-de-fying cinch on a corner seat in a car? Watch him when it comes to the case of his hailing a car in which all of the end seats are taken. Will he get in and take his scat wherever he can find it. Yes, of course he will eventually, but not before he tries the officacy of a very moldy dodge that almost

invariably works. This is to stand on the platform ledge at the end seat required and first look inquiringly, then fiercely, straight at the woman who happens to be seated in the end seat. If she is steeled to such proceeding, and can manage to give back the stare or continue to gaze placidly into space, she has won the day, and the man will then move back and climb over the passengers in the next seat wherever he can get in.

This little wordless battle is conducted and the after results of chagrin charged up in the mutual consciousness of both the man and woman by means of that mysterious psychic affinity of thought by which the woman is conscious of the man's unspoken command to her to move and give up that corner seat, and in the man's mind by the knowledge that the woman not only knows his silent command in the matter, but knows that she knows he knows it.

Is all this plain? Just stop a moment and you will get that last sentence straightened out in your mind and will realize the truth of it.

ALWAYS CROPPING OUT. The New Woman versus the Old Adam is continually cropping out in the course of a street car ride. It evinces itself at every turn. From the masculine standpoint it applies with telling force against the woman, who in preference to going to such portion of the car as she belones invariably crowds herself back into the

position into play by outward and visible chjections to the tobacco smoke. So far so good. Admitted that when there is plenty of room elsewhere a woman should in pre-rence locate herself in any seat other than those reserved at the rear of the car for smokers.

seats reserved for the smokers, and then

brings all the gall and vinegar of ner com-

Stop right here for a moment and do a little thinking. Is this not another instance of sex against sex? Why have seats for smokers any more than for women who wish to chew gum or load themselves up with bundles or saddle themselves with a nursery of young ones to take out for an

airing? They are all real, live actualities, just like the tobacco smoking, and it is what exists rather than what should have place only in theory that provisions are sup-posed to be made for the comfort and con-venience of travelers on the street cars.

This suggestion is not, of course, meant to create a revolution in the matter of street car regulations of the future. It is mercly thrown out for what it is worth. her senting herself in the smokers' reservaof her own throughout the length and breath of that car for her gum chewing, bundle-carrying and portable nursery propensities.

OLD ADAMS CHALLENGED.

In all this railing for and against the new woman, why hasn't it occurred to some of the old Adams to come forth in praise of the dear creature. There is one thing for which the new woman certainly deserves praise, and this one can see every day in the street cars perhaps to better advantage than elsewhere.

It is in regard to spreading herself all over the car and monopolizing the space for two or three persons. The new woman doesn't do this. Her creed is "Live and let live." She occupies but one seat at a time in the car and moves up whenever a newcomer gets-in and there is the slight-est chance that room for him or her may be made by so doing. Please, the New Woman would have the Old Adam remember this in future when her manifold character is

up for discussion.

We all know the summer girl the instant we set eyes upon her, even if she is a whole block off when she first begins to signal the car. When that is the case she runs like a deer at first to imbue the indulgent conductor or driver, who has stopped for her with the impression that she means to keep up that sprinter gait until she lands with all her charms upon the platform of

Nothing, however, is further from he watch the slowing-up process that invaria bly follows when the car comes to a full stop and the conductor stands with uplifted hand on the bell strap waiting to enroll her among the passenger list.

WITH MALICE AFORETHOUGHT.

She is all ruffles and lace-a vision of lawn and ribbons that is certainly very en-ticing to look upon. When she is pretty she knows it, and before she leaves that car she means to have impressed the fact upon every one in it. The reason why she slows up after she has succeeded in stopping th car is because she does not wish to enter it some of her dainty belongings would be sure to get out of gear if she kept on at that breakneck pace clear up to the moment of

boarding the car.

There is no trouble whatever in retain ing the attention of the passengers she has so successfully secured by her more or less dramatic entrance. There are innumerable little things whereby this result is achieved. There are the ruffles to be smoothed out the sleeves pulled out to their furthest limit on either side, the belt to be fingered in order to ascertain whether or not that in Hial spurt dislocated the proper conjunc tion of the skirt and waist band.

Then last, but by no means least, if the hand is white, or there are rings to be shown off, there is an amount of imaginary attention to be bestowed upon the collar resette at the back, or stray locks to be adjusted

and put in position ad infinitum.

It is all interesting in its way and serves a dual purpose. It satisfies the summer girl-gratifies her would perhaps have been the most applicable expression-and it does no harm to the passengers. It on the contary is a part of

the play and amoses them. BCATTERS PERFUMES AROUND.

The summer girl is all right when she confines her choice to the better class of perfumes and colognes. Then when she goes down or up the length of the car, warting abroad at every step the faint delicate suggestion of a good perfume, she is a positive joy for the time being. When, however, her taste runs to musk,

and she elects to fill the car with thirabone ination of abominations by the free us of cheap perfumes in which musk is the predominating ingredient, or sits in front and at every whiff of the breeze forces the unwilling passengers to stand the all-pervadand aggressively violates the laws of mine

and thine.

The New Woman doesn't like to hearher sister barangued for anything when, as she asserts, quite as flagrant a violation of that law of mine and thine exists among the ranks of the Old Adam who smile and make merry at the onslaught on the sum-

Therefore she rises up at this juncture to declare that the complaint looged against the use of musk is more than offset, if not altogether annuled, by the visible and invisible use of intoxicants by the men who permeate the whole car with the fumes of liquor, and compel even the most rabid of total abstinence people to breathe in the nauseous odor with which they are

The New Woman is right in this after all. as she is in most things.
GLORIANA GADABOUT.

SUNDAY MORNING EPISODE.



1-Rev. Fiddle D. D.-Boy, I am aston shed and grieved beyond measure! Don't



2-Bunday, and-



8-Here, let me show you how to land that



4-without breaking your rod.



5-That's it, isn't be a daisy?



6-Deacon O'Neil: Well, parson, I'm surprised and shocked! But what does it weigh? Gosh, it's a corker!

Breaches of Etiquette in China. It is a gross breach of etiquette for a Chinaman to wear eye-glasses or specta-cles in company, and it is equally impolite to enter a room with the hat off. A gentleman from the celestial kingdom always

### Built in Days When the Capital Was But an Infant City.

ONLY A FEW OF THEM LEFT

Where Now Are Dwellings or Stores or Towering Blocks, Then Stood These Ancient Hostelries, With Coaching Headquarters, and in Their Chambers Slept Men of Fame.

Onehundred years ago Washington boasted population of but 2,000 inhabitants, and the social gatherings were much in the nature of clubbouse meetings, or perhaps the religious sects gathered its members for the enjoyment of social intercourse. Long before the decision locating the seat of government here had been reached the existing hotels had extensive stables attached, where the stage coaches and horses, as well as the private conveyances, were cared for and received as much attention as the guests them-

The first hotel was Blodget's, the cree tion of which was commenced July 4, 1793. It was never completed, however, nor occupied as a hotel. It commanded an unobstructed view of the entire city, and was first called the Union Pacific, yet was better known as the Great Hotel, and stood on the corner of Eighth and E streets. Its wner lost it in a lottery.
In 1810 the Government purchased the un-

nucleus from which sprang the present mag-nificent structure and its wealth and possi-

After the burning of the Capitol by the met and held its third session there, con-vening on September 19, 1814. This buildne was burnt in 1836.

Tunnicliff, in 1793, was the second in Washington, and was called the Eastern Branch Hotel. It was located at the corner of Ninth and Pennsylvania avenue east. In advertising the opening of it the proprietor stated that those who visited the Na-tional Capital would find the hotel but a few yards from the Capitol building, and that its commanded a view of the whole city, Alexandria and Georgetown

In the vicinity was the first race course in the District. The first horses were entered by William Tunnicliff on October 21, 1797.

A training ground was located near, at which the horses were trained and cared for while in preparation for races.

OLD CAPITOL SPIE. Coolidge's, situated at the southeast corner of First and Maryland avenue east, was the site of the old Capitol. After Coolidge, Robert Long carried it on until 1806. It changed hands and was known as the Tondinson Hotel, and remained so until 1814, when it was burnt by the British, after which the proprietor opened public baths on C street, between Four-anda half and Sixth streets. The property was owned by Daniel Carros, who advertised to sell the site entire or to Subdivide into

The old United States Hotel stood on the on the site of Duff Green's row and was opened about 1801 or 1802. This property was also owned by Daniel Carroll, who rented it in 1810 to N. L. Queen and it was known as Queen's Hotel until the year 1825, when Carroll advertised to sell. In the District marshal's office is a receipt from the proprietor of this hotel for room and board for jury at \$8 a

The hotel was afterward rented by a man named Steele, who naved from it to another, situated on the southeast corner of New Jersey avenue and A street, also built by Daniel Carroll and which he called the City Hotel. This is really the first hotel name recorded in the city, and was considered elegant and spacious. It ntained about 150 rooms and a part of the building was still standing a few years

The Washington botel stood on the north side of Pennsylvania avenue, between Fourteenth and Fifteenth streets, and was owned by John Tayloe, who built it prior to the year of 1798. He afterwards changed the name to the Washington City Mansior House, and later it was styled the European

In the days of singe ceaches it was the esting place between Georgetown and

PRETTY PEGGY O'NEALE. Franklin Hotel, northeast corner of I wenty-first and Pennsylvania avenue, was opened by William O'Neale in 1800 and in 1815 be advertised that he had fitted it up completely, with every convenience for pleasure and comfort; that post ceach and four norses would be ready at all times to convey Members of Congress to and from the Capitol. One daughter of the proprietor, who was noted for her beauty and vivacity, married John B. Timberlake, purser in the U. S. Navy. He survived his marriage but a few years, after which his widow married General John B. Eaton, Secretary of War during the Jackson administration, and was the heroine of the sensation of that day. It was claimed that General Jackson, during his incombency as Senator from Tennessee boarded at this house. The Franklin was subsequently purchased by John Gadsby, of Brighton, England, and was kept by him until 1827 or '28. This building was converted into dwelling houses years ago, and still stands one of the historic landmarks of Washington

The Metropolitan Hotel was opened in 1808, and was known as Davis' Hotel, and was the principal place for city meet-ings and gatherings for the sale of real state. In 1816 it passed into the hands of John McKeown and was called Mc Keown's Hotel, Subsequently, in 1820, Jesse Brown became the proprietor and called it the Indian Queen, which was a popular hotel name at that/period, Boston, Philadelphia and Baltimore having hotels of the name as early as 1796. In 1851 it became known as the Metropolitan. It has always been the beadquarters of the

Southern Congressional contingent. The National was completed under the personal supervision of John Gadsby, and was formally opened on February 22, 1826, with a grand parade and ball. At the parade all the local organizations and bands of music participated, and were entertained by the proprietors. The ball, to which the President, the members of the Cabinet and of both houses of Congress were invited, was the social event of the

Copp's Pavilion, which enjoyed the reputa-tion of furnishing the best meals in the city.

FAMOUS OLD KIRKWOOD. The Kirkwood, on the site where the Raleigh now stands, was opened by David Appler, in 1815, and was called the Fountain Inn. It was sold at auction in 1832, when A. Fuller moved in and called it the City Hotel. In 1849 J. Thomas, of the Howard House, New York, came and chang-ed the name to Irving House. Finally in 1856 J. H. and A. W. Kirkwood purchased it and called it the Kirkwood House. It at the time of the assassination of Lincoln, and around here Atzerott waited to add his part, by the murder of the Vice President to the tragedy of that awful night.

LIVES SHORT BUT NOBLE Opening Sale The place was remodeled and used by the Government as the United States Pension

Office for a great many years.

Willard's was owned by John Tayloe
who built it in 1820. It was opened by
John Strothers as the Mansion House.
In 1828 Bazii Williamson became the proprietor, and made many improven adding about one hundred rooms. About the year 1831 or 1832 Azariah Fuller became the proprietor and called it the American. It then possessed the most extensive stable accommodations of any house in the city. It was subsequently called the City Hotel and alternated names "The Mansion" and "The City" with the hotel then standing on the opposite cor-

In 1836, after the burning of the gene ral postoffice, the hotel was rental by the Government and used for postoffice purposes during that winter, Amos Kendali being then Postmaster General. In 1847 E. D. and H. A. Willard rented the property and after two years H. A. Willard took it alone. Later J. C. and H. A. Willard rented it together, and in 1853 the brothers purchased the property from the Taylor heirs. Before his inauguration President Lincoln was a guest of this hotel. Charles Dickens, the English novelist, was also a guest of this house.

WILLARD HOTEL FIRE. Doring the war the hotel was partially destroyed by fire. It was a most notable affair, and is well remembered by many of the older citizens. The Billy Williams Zouaves, of New York, were recruited from the fire organizations of that city. When the antiquated apparatus of that day came rumbling down the Avenue, the Zouaves broke ranks and took possession of the hand engines. They were perfect athletes and con-tortionists, and formed ladders of their bodies, up which their companions ran with the agility of trained monkeys. They In 1810 the Government purchased the distribution of the General Postoffice, and built an addition for the city postoffice, and some saults from one window to the other, carrying the hose with them and destroyed the city postoffice.

streets. The gaudy Oriental uniform added to the effect. They were accomplished firemen British in 1814 the Thirteenth Congress fire was extinguished, they screamed them as well as marvellous acrobats. When the selves hourse, turned somersaults over onanother in the streets, and altogether gave a free exhibition of fun and prowess not wit-The Tunniciff Hotel, built by William nessed twice in a lifetime. The proprietor runniciff, in 1793, was the second in again the cheers were deafening.

The Globe Hotel, at the corner of Twelfth and F streets, which is also one of the oldest in the city, was opened in 1827 by James Maher, and was familiarly called Jimmie Maher's Tavern. When the Government began to make treaties with the various Indian tribes the tribal representatives were boarded there, and it was the recognized indian headquarters. This gave it a promi-nence, and the small boy of those days can well remember the noble savages, in all the paraphernalia of war paint and feathers, with only the blankets of their national cos tume as coverings.

HUMBLED BY A BOOTBLACK.

The Professor Tried to Joke With a Boy, but He Was Too Clever. From the Philadelphia Times.

"Let me tell you a good one on myself," said the professor, when he got back home from his summer trip, "I was at Hot Springs for a week or two during my vacation, and every morning as I passed down the street to my bath a certain little boot-black on the corner accosted me with Shine, sir?' Now, my plan is to have my shoes polished when they need it, so for a day or two I passed the little negro in silence. Toward the end of the week, however, I thought my shoes needed a little attention. and feeling a bit lonely and anxious for some fun, I stopped when the boy sung out his usual salutation and said, with as much ferocity as I could command: 'Look here, boy; you've been hollooing at me for a week; now I'd like to know what you mean by it?"

" 'Oh, nothin' 'tall, sir; nothin' 'tall. I dess wanted to blackin' your shoes, sir,' the boy explained, eagerly.

'Oh, you want to blacken my shoes, do you? I said. 'Well, why didn't you say so? "Thereupon I sat down on the stand and the little fellow gave me," pretty sleek shine. When it was over I, \_\_p without a snimal, the exercise runs and the mad rushes to the fire, and the monotonous rushes to the fire, and the monotonous rushes to the fire, and the monotonous rushes to the fire. at my elbow.

'Boss,' he said, 'gentlemen allus pays me ten cents, but I'll let you off wid a nickel.' "It is needless to say he got his dime. My reputation was at stake.

Are Men the Better Hearted? voman fell in a dead faint in one of the big dry goods stores the other afternoon, says the Beston Herald, striking her head on the marble floor. For several seconds there she lay, every one of her own sex keeping aloof, turning her head, and not making the least sien of coire to ber assistance. Several salesmen sprang and raised her gently, and then with effort, placed her on the counter, where, with the greatest kindness, they fanned her and administered such restoratives as were at hand. Still never a woman, and there were many in the store, moved a finger or made any offer of as-sistance—at least they had not when the speciator of the scene was obliged to come away. The conviction that men are more kind-bearted than women has been fre-quently combatted, but here was a case where the "gentler sex" showed in a pitiful light, while "woman's natural enemy" acted the part of the good Samaritan with a modern gallantry that bespeke the gentleman,

Dr. Shade, lung and throat specialist, 1232 Fourteenth street, has returned to the city and will be ready to receive patients 16th instant, Monday, Consultation and examination free.

> I want to be the jeweler who first comes into your mind.

## The Diamond

has always been the favorite amongst precious stones. Its brilliancy and of the beautiful.

It symbolises two great virtues-purity and innocence-and is specially suitable for engagement rings and wedding gifts. I have a rare stock of them,

exquisitely mounted on rings, brooches, earrings, pins, etc. Don't forget to look into my window whenever you are on

C. H. DAVISON,

1105 F ST. N. W.

Fire Service Horses and How They Are Trained

THREE YEARS THEIR LIMIT

From Paltimore-High Standard Fixed and Rigidly Adhered to-Teaching the Brutes Their Dutles. Careers That End in Cart Shafts.

No grand or more exciting sight could

be imagined than the spectacle presented

Washington's Supply Comes Largely

by the fire apparatus responding to an alarm. It is a sight which never loses interest for the street crowd, and inspires even the most The powerful animals seem to know that lives and properly depend on them and they strain and struggle to get to the fire as soon as possible. Often the horses receive injury in their frantic efforts to

draw the heavy apparatus, yet they keep on and on and the trouble may not be discovered until after the destination is reached. Washington may well be proud of the horses in its fire department. In this city, where there are so many public buildings filled with documents which if destroyed could never be replaced, and so many handsome residences, it is essential that an efficient fire service be maintained.

ance of fire-fighting apparatus. The selection and care of the horses is of no small moment in rendering the fire service of the city efficient.

WHERE HORSES ARE BOUGHT.

The horses are not the least item in import-

Many places have been tried as headquarters from which to obtain the animals for our fire service, but it has been found from experience that the horsemarkets of Battimore afford the most satisfactory results. A regular agent is employed, who keeps his eyes open for horses that seem to be suitable. When a likely-looking animal has been obtained the

fact is reported to Chief Parris. Should the reply be favorable, a veterinary surgeon, who is regularly employed for this purpose, examines the applicant for fire-fighting honors. This examination is most rigid The slightest defect either in body, limb or action is sufficient to justify the horse being declared ineligible. The points upon which the horse must be especially strong are speed, wind, staying and drawing

In all of these respects the animal must be perfect, and if there is the slightest doubt entertained in any one particular the sur-

geon will pronounce it unfit.
It will not do to have a horse that might at any moment break down. At the most critical moment the borse might succumb and lives sacrificed and probably lost.

If everything is satisfactory, and the horse bereported all right by the surgeoon, Pire Chief Parris takes a look at it and tries it before the deal is closed. Then the animal is bought and brought to the Capi-

PUT IN TRAINING.

The first thing done is to give it a period of grazing and exercising. Then in a week or so follow the iniatory exercises. First the horsegoes to one of the engine or truck houses and there is made acquainted with the stall. The gong then sounds, the door is thrown open by an electrical contrivance and the horse led down to its place at the pole. This is done four or five times and then the harness fitted on after each perform-

After several days of this instruction the horse will, of its own accord, at the stroke of the bell and the opening of the door gallop to its place. The run to the fire is then practiced, which completes the

upon even such powerful animals as these, and before long the effect of the work pecomes manifest.

LIFE IS SHORT.

One year passes away and the borse is at the period of its bert service to the depart

ment. Another year passes and the horse begins to show righs of weakening. The end of the third year and his career of urefulness is over. In tome cares the period may be a little lenger, but the borse reldom sees the fourth year of work in the service.

Then comes the final act. Separation from the fire laddies who have taken such good care of the horse must come. The department has no further use for the horse. The chief turns the animal over to the property clerk to be dispored of. When the injury is not to revere as to incapacitate the horse it is cometimes sent to the workhouse and employed in the fields around there.

In other cases the veteran canno be thus utilized and is put up at public auction and told to the highest bidder. Often a horse is burt either while going to or at a fire and may have to be killed. A mischlevous boy recently turned in an nlarm, and one of the most highly-prized horses in the service was hurt so badly is responding to the alarm that it had to be

Chief Parris is particularly pleased with a pair of magnificent bays that he has re ently secured for No. 5 hose carriage They replace a team of grays that have seen much service. At the Deyer's mill fire in 1890 these grays were driven close up to the building. Suddenly the wind changed and the two Lorses were in the midst of a flery furnace. They were gotten out, but not without receiving terrible burns, the scars of which they carry to this day.

ARE DELICATE CREATURES In some sections of the city where fires are not very numerous the horses are ruined by not having any work to do. This

occurs also when the men neglect to give scintillation and its wondrous the horses sufficient exercise.

The firemen become greatly attached reflection of the glorious to their dumb friends, and the feeling is hues of the rainbow make it reciprocated by the intelligent borses They begin to look for the lumps of sugar a peer among gems, and a fitting adornment for lovers aside for them. If not forthcoming at the regular time they make the fact speedily known by most eloquent neighing.

It is a rare thing to discover a hostler or private in the fire department mistreating a horse. A few months ago an ex-fireman who had gone to the dogs was staggering along Pennsylvania avenue, when suddenly a decrepit, emaciated horse standing in a cart by the curb neighed loudly, and, jumping up on the pavement, rubbed its face tenderly ngainst that of the drunken man. It was all that was left of a once noble fire department horse to which the men had been much attached.

A Matrimontal Mark. Bridget McGavin-Yer owld inimy, th

widest McNulty gurrl, is mahrried. Mary Ann Casey—Oi knew it. Bridget McGavin—How did yez know't. whin none av yez is on sphakin' turrums? Mary Ann Casey-Didn't Oi mate her on Tinth avenny wid a black eye?-Judge.

# Fall Goods Johnson Luttrell's,

713 Market Space.

If strong words are needed to tell of the bright, new goods now rapidly filling our store, stronger are needed to

The most fashionable fabrics in Colored bress Goods in all the newest weaven. An astenishing array of magnificent materials, made

At 25c.

As a special "Opening Sale bargain" we will offer this week 38-inch All-wool Hindoo Serges

Mc a yard for New Novelty Dress Goods, in all the latest color combinations; also 88-inch New Style Wool Plaids. Compare these with those shown elsewhere at Mc.

At 50c. 60-Inch Mohair and Wool Novelties, in a half

At 59c.

offered for less than 750.

nir the price will be blc a yard. At 75c.

At 98c. Very Fine Javisible Checks and Stripes-French goods of sof: finish-some nixed with sift-some boucle tufted-novel effects. Comnate with those shown elsewhere at \$1.53.

# New Black Goods.

88-inch All-wool Hindoo Serges and Heari-

# And a big variety of Plain and Novelty Imported Black Dress Goods from 75c to 82 a yard.

# Linings.

10c quality Silesia, this week ...... 12)4c quality Silesia, this wook ... 75c quality Genuine Hair Cloth ....... 50c est possible prices consistent with reliable quality.

### Are YOU Interested In Sheets and Pillowcases?

All well-made and standard quality-yet at ess than retail price of material.

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from the JOHNSON, GARNER & CO. Stock and we've marked them at prices that will give us room, but if you have a small or medium sized room to carpet, this is an extraordinary oppor-

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emphasize the Attractive Prices. New Dress Goods.

in the most modern designs and marked as money-saving prices.

in navy, garnet, cardinal, myrtle, brown and black, worth 3736r; also All-wool and Silk and Wool Novelty Sultings, worth from 19c to 50c, at me a yard for choice. At 35c.

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Sinch Silk and Wool Cheviots, in a variety of styles that are simply bewildering; also 46and worth 59c a pard.

hun ired different styles; also bi-inch Water-proof Storm Serges, a quality never befor'

40-inch Imported Novelty Dress Goods, ought to sell for 75c, but as an opening soure

46 inch Silk and Wool Novelty Suftings; also t2-inch Scotch Plaids, very desirable for ladies' walsts or children's dres, es.

And still finer Novelties at \$1,19, \$1 35 and

ettas, a quality never before offered for less

At 50c. New Jacquards, in neat figured effects; also S-inch Water-proof Storm Serge. Compare with those offered elsewhere at 75c.

Patterns 10c. 25c, 30c and 35c Cosmopolitan Paper Patterns, in all the latest styles at 10c each until further

At Reduced Prices. 6c Best Dressmakers' Cambric......

9-4 Lockwood Bleached Sheets ..... 10-1 Lockwood Bleached Sheets ...... 36x45 l'illowenses at l'e. 1956e and 15c each. 42x72 Bolster Cases, each ...... 25c 9-4 Hemstitched Bleached Sheets ..... 750 36x4 | 1 emstitched Pillowcases.

We've a small lot of Carpets, Rugs, etc., left the room they occupy in a hurry. Me Ingrain Stair Carpet for ..... 

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